



Appendix C

ENVIRONMENTAL EVALUATION

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Master Plan
Williams Gateway Airport

Analysis of potential environmental impacts of proposed airport development projects is an important component of the Airport Master Plan process. The primary purpose of this chapter is to evaluate the proposed development program for Williams Gateway Airport to determine whether proposed development actions could individually or collectively affect the quality of the environment.

A major component of this evaluation is to coordinate with appropriate federal, state, and local agencies to identify potential environmental concerns that should be considered prior to the design and construction of new facilities at the airport. Agency coordination consisted of a letter requesting comments and/or information regarding the proposed airport development, along with an attached map of the general project impact areas. Issues of concern that were identified as part of this process are presented in the following discussion. The letters received from various agencies are included later in this Appendix.

Any major improvements planned for Williams Gateway Airport will require compliance with the *National Environmental Policy Act of 1969*, as amended (NEPA). For projects not "categorically excluded" under FAA Order 5050.4A, *Airport Environmental Handbook*, compliance with NEPA is generally satisfied by the preparation of an Environmental Assessment (EA) or, where significant unmitigatable impacts are expected, an Environmental Impact Statement (EIS). This section of the master plan is intended to supply a review of environmental considerations.

PROPOSED DEVELOPMENT

As a result of the Master Plan analysis, a number of airport improvements have been recommended for implementation over the 20-year planning period. For anticipated scheduling of the projects, refer to **Chapter Six** which includes the Capital Improvement Program. The Airport Layout Plan (**Chapter Five**) illustrates the development proposed during this period. The following is a list of the more notable projects planned for Williams Gateway Airport. For a complete list, refer to **Chapter Six**.

Airside:

- Construct lighted heliport
- Extend Runway 12L-30R to 12,500 feet
- Construct taxiway improvements including: extend Taxiways H and M to Runway 12L-30R; extend Taxiways C, J, L, and T; relocate Taxiway A; construct Taxiway F; and construct high speed exit taxiways from Runway 12R-30L
- Relocate Airport Surveillance Radar (ASR)
- Relocate ILS to Runway 30R
- Install MALSR to Runways 30R and 12L
- Install PAPIs to Runways 12L, 12R, 30L, and 30R
- Acquire Runway Protection Zone easements
- Perform pavement preservation
- Drainage improvements

Landside:

- Construct passenger terminal facility (building, apron, automobile parking, Jet A fuel storage, security fencing, and related infrastructure)
- Construct east side cargo facility (including apron, access road, truck court, automobile parking, security fencing, and related infrastructure)
- Install 90 tiedowns on west side general aviation ramp area
- Construct 50 T-hangars, associated access taxilanes, and associated automobile parking on west side
- Construct covered aircraft wash facility on west side
- Construct 100LL (Avgas) and Jet A fuel storage facility on west side
- Construct Jet A fuel storage facility on east side
- Relocate Powerline Floodway
- Reconstruct Airport Traffic Control Tower
- Construct perimeter service road
- Perform pavement preservation
- Drainage improvements

ENVIRONMENTAL CONSEQUENCES - SPECIFIC IMPACTS

The following text briefly examines the airport development actions and their potential to cause significant environmental impact. The following subsections address each of the specific impact categories outlined by *FAA Order 5050.4A*.

NOISE and COMPATIBLE LAND USE

New noise contours were not prepared as part of this evaluation. As determined during the Base Closure and previous Airport Master Plan environmental processes, a few, scattered residential units would be located within the long-term, 65 DNL contour, the threshold of significance identified by the FAA, Environmental Protection Agency, National Park Service, and Housing and Urban Development. No other noise-sensitive institutions are located in this area. No new noise-sensitive land uses have been developed within this area.

Subsequent to the previous Airport Master Plan, Base Closure, and reopening of the airfield as a civilian airport, the 1996 *Williams Regional Planning Study* was prepared and completed. This study provides for compatible land use planning in the vicinity of Williams Gateway Airport and was adopted by several of the local jurisdictions, including the City of Mesa, the towns of Gilbert and Queen Creek, and Maricopa County. It serves as the land use planning guide for the vicinity of the airport. The study is described and illustrated in **Chapter One** of this document.

As of February 1999, The Williams Gateway Airport Authority has initiated a *Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study* which will examine in detail the existing noise condition, as well as that of the short-term and long-term scenarios identified within the approved Airport Master Plan. According to the scope of work for the study, specific flight track data for Williams Gateway Airport will be obtained from the FAA's Air Traffic Control Center in Phoenix (Phoenix TRACON). The FAR Part 150 Study will evaluate noise abatement and land use mitigation alternatives to reduce or eliminate significant noise impacts on the surrounding community.

SOCIAL IMPACTS

Social impacts known to result from airport improvement projects are often associated with the relocation of residences or businesses or other community disruptions. Development of the proposed improvements is not expected to result in the relocation or removal of any residence or business. The proposed easements are over land that is currently either undeveloped, or part of an automotive proving grounds facility, a compatible land use.

The proposed development is not anticipated to divide or disrupt an established community or interfere with orderly planned development. These events usually occur when a development will require the buy-out of a significant proportion of an existing development or prevent access to a large land parcel, neither of which is expected to occur here.

Social impacts also occur when projects result in significant, short-term changes in employment, such as would occur when a project requires the buy-out or relocation of business which employs a large number of residents. Because the land acquisition will not require the acquisition of any business or otherwise impact any existing employer in the area, this impact is not expected to occur here.

INDUCED SOCIOECONOMIC IMPACTS

Induced socioeconomic impacts address those secondary impacts to surrounding communities resulting from the proposed development, including shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity to the extent influenced by the airport development. According to *FAA Order 5050.4A*, "Induced impacts will normally not be significant except where there are also significant impacts in other categories, especially noise, land use or direct social impacts." As discussed above, the projects identified in the Capital Improvement Program are not expected to result in significant noise, compatible land use, or direct social impacts.

The continuing redevelopment of the Williams Air Force Base as a civilian employment and education center, and civilian airport facility will result in greater levels of automobile traffic on the local road network, than is currently experienced. Public road improvements to provide greater capacity will be necessary as growth warrants. The airport entrance and service road connections to public roads will be constructed so as not to adversely effect the capacity of the public roads. If this cannot be accomplished, an environmental assessment may be required for certain projects that are normally categorically excluded.

Of the projects included in the Airport Master Plan and Capital Improvement Program, the facility which would have the greatest effect on the existing roadway capacity of the area is the commercial terminal facility. According to *FAA Order 5050.4A*, the construction or expansion of passenger handling facilities are normally considered categorically excluded from preparing a formal environmental assessment, except where the project would impact historic/cultural resources, prime or unique farmland, or Section 4(f) lands, or where the action is considered highly controversial on environmental grounds.

In March 1997, the Williams Gateway Airport Authority and the Maricopa County Department of Transportation finalized the *Williams Area Transportation Plan*. This

Plan identified the transportation issues and needs in the study area, which includes Williams Gateway Airport, the General Motors Proving Ground, TRW, the Williams Campus, and several residential communities extending from U.S. 60 south to Hunt Highway and from Price Road east to Meridian Road. It accounts for the planned future use of Williams Gateway Airport as a commercial service/cargo/general aviation facility, as identified in the previous Airport Master Plan, as well as planned development (both residential and commercial/industrial) in the entire study area. The Plan identifies a five-year, ten-year, and twenty-year transportation plan which addresses such factors as roadway design guidelines, roadway alignments, and alternative transportation modes (such as rail service and transit). Implementation of the plan should make the airport convenient and accessible to its users and reduce any socioeconomic impacts of the airport improvements to a level below significance.

AIR QUALITY

The federal government has established a set of health-based ambient air quality standards (NAAQS) for the following pollutants: carbon monoxide (CO), nitrogen dioxide (NO_x), sulphur dioxide (SO_x), ozone, lead, and PM₁₀ (particulate matter of 10 microns or smaller). The State of Arizona has adopted the same standards. In 1997, the federal government divided PM₁₀ into two categories: PM_{2.5} (fine particulate matter of 2.5 microns or smaller) and PM₁₀ (particulate matter greater than 2.5 microns up to 10 microns) and adopted a new 8-hour standard for ozone. The State of Arizona is in the process of revising the State Implementation Plan to reflect these changes. Maricopa Association of Governments contributes to the SIP by preparing and implementing the air quality compliance plans in the metropolitan area.

Williams Gateway Airport is located in an air quality "serious" non-attainment area for carbon monoxide, ozone, and PM₁₀. Non-attainment refers to those areas that, by virtue of their air pollutant emission trends, violate the national standards. Following designation for non-attainment by the federal government, the state is required to prepare a State Implementation Plan (SIP) to address the air quality concerns. The intent of the SIP is to establish a plan to bring an area into attainment within a specified time frame, as determined by the law. Under the Clean Air Act, the federal Environmental Protection Agency can approve a SIP, as it has Arizona's, making it federal law. Arizona is in the process of amending its SIP to address recent changes in federal law and changes in the air quality status of the metro area.

Because of the metro area's non-attainment status, consideration will need to be given to potential air pollutant sources in the future development of the airport. *FAA Order 5050.4A* notes that "no Federal agency shall engage in, support in any way or provide financial assistance for, license or permit, or approve any activity which does not conform to a State Implementation Plan."

Under the Clean Air Act, the federal government now requires a *general conformity determination* to the SIP be made for all federally approved/funded projects which occur in a non-attainment or maintenance areas. (A maintenance area is an area that was previously non-attainment, but is now considered in attainment.) General conformity occurs where the implementation of a project (federal action) does not cause or contribute to new violations of the NAAQS, does not increase the frequency or severity of existing violations of any NAAQS, and does not delay the timely attainment of any NAAQS or any required interim emission reductions or milestones.

A project's emissions are compared to the threshold emission levels established in the General Conformity Rule. Project emissions are determined by subtracting the direct and indirect emissions of the no action alternative from those of the proposed project. If the resulting emissions levels are below the thresholds, the project is assumed to conform to the Clean Air Act and the State Implementation Plan. If the resulting emissions levels are equal to or greater than the thresholds, the project is considered not to conform. Further consideration is given to the regional significance of the increased emissions. According to *FAA-AEE-97-03, Air Quality Procedures for Civilian Airports and Air Force Bases*, "it is unlikely that an airport or air base action that is presumed to conform would be regionally significant."

A general conformity determination will be needed for all projects for which federal monies are applied. The taxiway, airfield and instrument lighting, land acquisition, general aviation facilities, security fencing, perimeter service road, Airport Traffic Control Tower, relocated floodway, pavement preservation, and aircraft wash facility are assumed to conform because they are not considered to have a significant effect on the number of operations or enplanements at a facility. Additional analysis will be needed to evaluate the runway extension, heliport, and passenger terminal facility. The proposed fuel facilities will need to comply with applicable regulations to reduce their air emissions and, with that compliance, can be assumed to conform.

As development plans for the commercial/industrial areas are prepared, consideration will need to be given as to whether the proposed uses constitute a stationary or point-source for air quality emissions. Point-sources include power generators, users of petrol-chemicals, cleaners, and solvents, fuel facilities, etc.. Additional permitting may be necessary prior to the development of these uses.

During construction of proposed development items, steps should be taken to minimize the amount of particulate matter (dust) generated, including incidental emissions caused by strong winds, as well as tracking of dirt off the construction sites by machinery and trucks. The generation of fugitive dust as a result of construction activities is anticipated due to the movement of heavy construction equipment and the exposure and disturbance of surface soils. This impact is expected to be both temporary and localized. In addition, portable sources of air pollution, such as rock, sand, gravel and asphaltic concrete plants are required to be permitted by the County prior to commencing operations.

The previous Airport Master Plan's Environmental Evaluation also advised that, as the airport is located near the Superstition Wilderness Area, identified as Class I for visibility, it will be necessary to evaluate new industries regarding the potential impacts of their pollutant emissions with regard to air quality visibility impacts on this area. This applies primarily to development proposals in the commercial/industrial area and other stationary sources.

The Governor of the State of Arizona must certify, termed air quality certification, that there is reasonable assurance that the proposed runway extension is located, designed, constructed, and operated in compliance with the applicable air quality standards.

WATER QUALITY

Water quality concerns, related to airport expansion most often relate to domestic sewage disposal, increased surface runoff and soil erosion, and the storage and handling of fuel, petroleum, solvents, etc. Typical water quality concerns focus on any potential release (i.e., a spill, leak, emission, discharge, escape, leach or disposal) of a regulated substance into the groundwater, surface water, or subsurface soils.

Currently, wastewater from airport facilities is collected by the City of Mesa through a self-contained wastewater collection and treatment system which serves the airport, the educational campus, and nearby facilities. The capacity of this facility will need to be considered as future development occurs at the airport. The industry planning standard for estimating wastewater demands at an airport is 5 gallons per passenger (both enplaned and deplaned) and 10 gallons per itinerant general aviation operation. In 2020, this will equate to 56,935 gallons per day (0.057 million gallons per day) or 20.78 million gallons per year. The majority of this demand (96 percent) is due to the projected passenger levels.

Further consideration must be given as to how the Airport will handle waste from the proposed aircraft wash racks and maintenance facilities. Of crucial concern would be spills or leaks of substances that could filter through the soils and contaminate groundwater resources. Consideration should be given as to whether these facilities should or can be connected to the municipal sewer system present at the airport.

Impervious surfaces such as rooftops and paved parking lots, roadways, and runways, are specific characteristics which may affect the hydrology (runoff quantity) and water quality of a given drainage basin. Surface water runoff from paved surfaces is classified as nonpoint source pollution, meaning the runoff flows in "sheets" off of the paved surface, rather than from a specific point or outlet. Rainstorms cause the oil, grease, and other chemicals which have accumulated on the paved surfaces to wash off into the surrounding soils or drainage system, similar to runoff from roadways and parking lots. This nonpoint source pollution can have an impact on water quality and aquatic life by carrying sediment and chemical contaminants into nearby waterways.

As an industrial site, Williams Gateway Airport operates in conformance with Section 402(p) of the Clean Water Act. The Airport Authority holds a *National Pollutant Discharge Elimination System* (NPDES) *Multi-Sector General Permit* for stormwater discharges associated with industrial activity and maintains a *Stormwater Pollution Prevention Plan* (SWPPP) in accordance with EPA regulations.

Implementation of the development program will result in an increase in impermeable surfaces on the site which will increase the amount of surface water runoff at the airport. In addition, construction of the proposed improvements may have limited, short-term effects on surface water quality, particularly an increase in suspended sediments during and shortly after precipitation events in the construction phase.

As part of the project design and permitting for the airport improvements, the Airport Authority will need to amend their existing SWPPP to account for the increased pavement and runoff from the proposed project. Also, the Airport Authority will need to get a NPDES Construction Permit for any project that effects five or more acres of land. (Note: EPA is currently reassessing this base number and it may go down in the future.)

Spills, leaks and other releases of hazardous substances into the local environment are often a concern at airports due to fuel storage, fueling activities, and aircraft maintenance. Stormwater flowing over impermeable surfaces may pick up chemical product residues and, if not controlled, transport them off site. The most crucial concern would be spills or leaks of substances that could filter through the soils and contaminate groundwater resources.

Federal and State laws and regulations have been established to safeguard these resources. These regulations include standards for storage tank construction materials and the installation of leak or spill detection devices. The proposed Avgas and Jet A fuel storage facilities, as well as the aircraft wash rack facility, will need to be developed in accordance with these regulations.

The Governor of the State of Arizona must certify, termed water quality certification, that the proposed runway extension is located, designed, constructed, and operated in compliance with the applicable water quality standards.

U.S. DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F) LANDS

Section 4(f) of the *U.S. Department of Transportation Act* (49 USC Section 303) provides that the Secretary of Transportation shall not approve any program or project which requires the use of any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or any land from an historic site of national, state, or local significance, as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative

to the use of such land and such program includes all possible planning to minimize harm.

According to *FAA Order 5050.4A*, Section 4(f) applies if there is an actual physical taking of publicly-owned land for airport development or expansion, or if there is the possibility of use of or adverse impact to Section 4(f) land, such as significant noise exposure. A development action is compatible with Section 4(f) lands if it would not affect the normal activity or aesthetic value of a public park, recreation area, refuge, or historic site.

No element of the identified capital projects will require use of, either direct or indirect, any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance. In their correspondence, Maricopa County Parks and Recreation Department expressed concern over impacts to Utery Mountain Recreation Area (nine miles to the north) and San Tan Mountain Regional Park (six miles to the south); however, given the distance of these facilities, no direct or indirect taking is anticipated. Neither facilities is located within the 65 DNL noise contour, as determined in the previous Airport Master Plan.

Given the presence of a number of historic sites of national, state, or local significance at the airport, both cultural and architectural, some of the projects may have a direct effect on these resources. An indirect effect on historic sites is not anticipated as the site has been in continuous use as an airfield and noise contours projected in the previous Airport Master Plan were significantly smaller than those of the Air Force Base. Also the sites are not now, nor have they been, accessible to the public, indicating that any development in these areas will not affect the normal activity or aesthetic value of the site. (See following section for more information on this resource.)

As the Airport Authority, under agreements with the State Historic Preservation Office and Gila River Indian Community, is making a concerted effort to more definitively map these areas and do data recovery, wherever feasible, it is not possible at this time to quantify the extent of 4(f) impact to these resources. As projects in the vicinity of the sites are proposed, a determination will need to be made as to the data mapping and recovery status of that site, whether any remaining portions of the site are considered highly sensitive, and whether all or part of the area can be avoided.

If, following further coordination with the FAA, the Secretary of the U.S. Department of Interior, and the State Historic Preservation Office, these sites are classified as 4(f) and impacts are considered to either directly or indirectly affect them, efforts must be made to avoid the impact to these properties. If that is not possible, Section 4(f) documentation will need to be prepared and specific mitigation measures identified, including relocation or recovery, prior to the implementation of the project element.

Projects in the southern commercial/industrial area and the terminal/air cargo area will be subject to further consideration. Also, while it appears the runway extension will not effect existing cultural resources, it will be necessary to revisit this issue as planning continues for this project element.

HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL AND CULTURAL RESOURCES

Determination of a project's impact to historic and cultural resources is made in compliance with the *National Historic Preservation Act (NHPA) of 1966*, as amended for federal undertakings. Two state acts also require consideration of cultural resources. The NHPA requires that an initial review be made of an undertaking's *Area of Potential Effect (APE)* to determine if any properties in or eligible for inclusion in the National Register of Historic Places are present in the area. The NHPA describes the consultation process.

Prior to the transfer of the airport site to the Airport Authority, the Air Force completed a survey of the undeveloped portions of the Air Force Base. Nine archaeological sites were identified as being eligible for listing on the National Register. These include: Outer Limits, an unnamed ditch or canal, El Horno Grande, Radar, Ordnance, Will E. Coyote, In-Between, Southwest Germann, and Midvale. In addition, National Register eligible buildings were also identified. Those still in existence within the Airport are World War II hangars 24, 31, 32, 37, and 46. All nine archaeological sites are listed on the National Register as is Building 46. Buildings 24, 31, 32, and 37 were determined eligible but not formally listed. A map of these properties is not included in an effort to protect them

If any property within the APE of a given project element is identified as being in or eligible for inclusion in the National Register, a determination is made as to the proposed project's effect on the property. The *Criteria of Effect* (36 CFR Part 800.5a) is applied in consultation with the State Historic Preservation Officer. Should the proposed action result in a determination of effect on historic, architectural, archaeological, or cultural resources, then the *Criteria of Adverse Effect* (36 CFR Part 800.5b) is applied. The results of this analysis are either a Determination of No Adverse Effect (limited to rehabilitation of historic buildings and structures under revised regulations adopted in June 1999) or a Determination of Adverse Effect.

A Programmatic Agreement has been signed by the Air Force, the Advisory Council on Historic Preservation, the Arizona State Historic Preservation Officer (SHPO), and the Williams Gateway Airport Authority, among other interested parties, which provides for protection of the identified historic properties in the area. In the agreement, the Airport Authority has agreed to consult with the SHPO prior to any ground disturbing activities within 50 feet (15 meters) of an identified archaeological site, among other provisions.

A determination of effect analysis will need to occur prior to the implementation of any project which may directly or indirectly affect the listed resources. This includes the development of portions of the southern commercial/industrial area, the development of the east side of the airfield, taxiway and landing lights improvements on the southeast end of the runway system, and the proposed runway extension.

BIOTIC COMMUNITIES AND THREATENED AND ENDANGERED SPECIES OF FLORA AND FAUNA

Biotic communities refer to those flora and fauna (e.g., vegetation and wildlife) habitats which are present in an area. Impacts to biotic communities are determined based on whether a proposal would cause a minor permanent alteration of existing habitat or whether it would involve the removal of a sizeable amount of habitat, habitat which supports a rare species, or a small, sensitive tract.

Section 7 of the *Endangered Species Act*, as amended, requires each Federal agency to ensure that "any action authorized, funded, or carried out by such agency...is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined by the Secretary, after consultation as appropriate with the affected States, to be critical, unless such agency has been granted an exemption for such action by the Committee..." Section 7 coordination further requires that a determination be made as to the project's likelihood to jeopardize the continued existence of any species proposed to be listed as a threatened or endangered species, or in the destruction or adverse modification of critical habitat proposed to be designated for such candidate species.

Two distinct biotic communities are present at the airport: Desert Scrub and Urban. The Desert Scrub community is located in the undisturbed areas of the site and primarily consists of Creosote Bush. The Urban community is represented by pavement and maintained vegetation, primarily mowed grass. Neither of these communities is considered significant in and of themselves, nor do they have a high potential for wildlife habitat; therefore, no significant impact to biotic communities is expected to occur. Two plant species protected under the *Arizona Native Plant Act* of 1989 were identified. The purpose of the *Arizona Native Plant Act* is to protect plants native to the State from depletion and destruction. The identified species were the Mesquite tree and the Crucifixion thorn. The investigator did not recommend or require a plant salvage plan for either of these species.

During the preparation of the previous Airport Master Plan (1993), the U.S. Fish and Wildlife Service identified two endangered species which may occur in the project area: the American peregrine falcon (*Falco peregrinus anatum*) and the Bald eagle (*Haliaeetus leucocephalus*). Endangered species are protected by Federal law and must be considered prior to implementation of any project element. Based on

subsequent surveys performed of the airport (Haliburton NUS, 1992, IT Corporation, 1993, and Kimley-Horn and Associates, 1998), neither of these species have been identified.

In their correspondence dated March 1, 1999, the Maricopa County Parks and Recreation Department identified a number of protected species that occur at the San Tan Mountain Regional Park. This park is approximately six miles south of the airport and is located within the rising elevation of the mountain range. Because of the distance and the terrain considerations, overflights of this area are not expected to be significant or to cause any effect on the identified species. Most species, once they have developed a series of feeding and loafing areas, and established a nest, adjust to additional disturbances in an area, particularly at this distance.

In their correspondence of March 11, 1999, the Arizona Game and Fish Department indicated that the Department's Heritage Data Management System records do not indicate the presence of any Threatened, Endangered, or other special status species in the vicinity of Williams Gateway Airport. They do not anticipate any significant impacts to wildlife or habitat as a result of the implementation of the Airport master Plan Update.

As of the date of this writing, no comment has been received from the U.S. Fish and Wildlife Service. Until such time as this federal agency clears the site from further evaluation, it may still be necessary to perform additional biological surveys of project impact areas prior to development.

WETLANDS AND WATERS OF THE U.S.

The U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into waters of the United States, including adjacent wetlands, under Section 404 of the Clean Water Act. Wetlands are defined in *Executive Order 11990, Protection of Wetlands*, as "those areas that are inundated by surface or groundwater with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetation or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction." Categories of wetlands include swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mud flats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: hydrology, hydrophytes (plants able to tolerate various degrees of flooding or frequent saturation), and poorly drained soils.

According to the Environmental Review prepared for the reconstruction of Runway 12L-30R, in June 1992, Haliburton NUS conducted a full survey of the former base property, including Williams Gateway Airport, and concluded that no wetlands exist on the property. This is supported by a June 18, 1991 letter from the Corps of Engineers to the Department of the Air Force indicating that none of the potential "wetland" areas on the Williams Air Force Base, which includes the property now known as Williams Gateway Airport, were considered to be jurisdictional wetlands under the Clean Water Act.

FLOODPLAINS

Floodplains are defined in *Executive Order 11988, Floodplain Management*, as "the lowland and relatively flat areas adjoining inland and coastal waters...including at a minimum, that area subject to a one percent or greater chance of flooding in any given year" (i.e., that area that would be inundated by a 100-year flood). Federal agencies, including the FAA, are directed to "reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains."

According to the Environmental Review for the Reconstruction of Runway 12L-30R, Williams Gateway Airport is identified as being in flood zone "D" of the Flood Insurance Rate Map for the area, indicating that the flood hazards of this property have not been determined. This is likely because it was previously a federal facility and not subject to the Federal floodplain insurance policies. According to the 1999 Environmental Assessment, the Airport Authority is in the process of delineating the floodplains on the airport property.

A determination will need to be made at the time of development of the individual project elements as to whether they occur in a 100-year floodplain. The proposed project to relocate Powerline Floodway will require permitting from Maricopa County Floodplain Management Department prior to implementation. Relocation of the Floodway is not anticipated to result in any changes to the base floodplain elevations in the area, as the change to the floodway location is minimal. The Powerline Floodway discharges into the East Maricopa Floodway, approximately one mile west of Runway 12L-30R.

COASTAL MANAGEMENT PROGRAM AND COASTAL BARRIERS

The proposed development at Williams Gateway Airport is not located within the jurisdiction of a State Coastal Management Program. The Coastal Zone Barrier resources system consists of undeveloped coastal barriers along the Atlantic and Gulf

Coasts. These resources are well outside of the sphere of influence of Williams Gateway Airport and its vicinity, and do not apply to the proposed development.

WILD AND SCENIC RIVERS

The proposed development at Williams Gateway Airport is not located within the vicinity of a designated wild and scenic river. No impacts to wild and scenic rivers is anticipated as a result of airport development.

FARMLAND

The *Farmland Protection Policy Act* (FPPA) authorizes the U.S. Department of Agriculture to develop criteria for identifying the effects of Federal programs on the conversion of farmland to nonagricultural uses. Farmland protected by the FPPA is classified as either prime farmland which is not already committed to urban development or water storage, unique farmland, or farmland which is of state or local importance (as determined by the appropriate government agency and the U.S. Secretary of Agriculture). According to *FAA Order 5050.4A*, Federal agencies are directed to use the developed criteria to identify any adverse impacts on the preservation of farmland, consider alternative actions which could lessen adverse effects, and wherever possible, ensure the project is compatible with state, local, or private programs and policies to protect farmland.

The proposed improvements will occur entirely over currently undeveloped desert or land in urban use, neither of which are classified as either prime or unique. The desert area would require significant levels of irrigation before it could be utilized for agricultural production. No element of the proposed improvement program, therefore, is expected to significantly impact prime or unique farmland.

ENERGY SUPPLY AND NATURAL RESOURCES

Energy requirements generally fall into two categories: (1) those which relate to changed demands for stationary facilities and (2) those which involve the movement of air and ground vehicles. According to *FAA Order 5050.4A*, an impact arises where a project will have a measurable effect on local energy supplies or would require the use of an unusual material or one in short supply. Increased consumption of fuel by aircraft is examined where ground movement or runup times are increased substantially without offsetting efficiencies in operational procedures or if the action includes a change in flight patterns. Ground vehicles fuel consumption is examined only if the action would add appreciably to access time or if there would be a substantial change in movement patterns for on-airport service or other vehicles.

There are no existing energy production or supply facilities that would be directly affected by the proposed improvement program and no impacts are anticipated on the development of energy resources. An increase in energy demand is expected to occur as a result of the development of the identified commercial/industrial development area and east side terminal/air cargo facilities. Other identified improvements are expected to result in only slight increases in energy demand.

Additional electricity will be needed for the proposed runway and navigation aid lighting, heliport, terminal building, hangars, street lights, and parking areas. Additionally, expenditures of manpower, fuel, electricity, chemicals, water, and other forms of energy will be necessary to construct, maintain, and operate the proposed improvements.

According to *FAA Order 5050.4A*, "for most airport actions, changes in energy or other natural resource consumption will not result in significant impacts" unless there is a problem with demands exceeding supplies, or changes in aircraft or ground vehicles use which would greatly increase fuel consumption, or the proposal requires substantial use of natural resources in short supply. None of this is expected to be applicable to the improvements identified for Williams Gateway Airport.

Efforts will continue to obtain a statement by the utility companies that there is adequate capacity to meet the projected increase in demand for electricity and other energy/natural resources.

LIGHT EMISSIONS

Light emissions of a proposed project are evaluated to determine whether they would create an annoyance among people in the vicinity of their installation. Airfield lighting, by function, needs to be visible from the air and, therefore, there is little that can be done should complaints/concerns arise. Landside lighting can be shielded or redirected should concerns arise there.

The proposed lighting improvements at Williams Gateway Airport include: lighted heliport, extension of the runway edge and taxiway edge lighting along/adjacent to Runway 12L-30R, MALSR lights, PAPI lights, and security lighting and interior lighting at new structures and facilities.

Due to the limited nature of light generating equipment proposed and the distance from existing residential structures, the proposed improvements are not expected to result in a significant increase in light emission impacts.

SOLID WASTE

Operational and construction activities of an airport do contribute to the generation of solid waste, but are generally not considered to be significant contributors. The presence of sanitary landfills and transfer stations in the vicinity of airports can be a concern because they can attract scavenger birds, which can increase the potential for bird strikes. *FAA Advisory Circular 150/5200-33* considers putrescible waste landfills to be incompatible with aviation activity if located within 10,000 feet of an airport serving jet aircraft, or within five miles of runway approaches.

The Air Force had operated a putrescible waste landfill on the Williams Air Force Base property. This now inactive landfill has been capped with a cover of soil and rocks and is not considered to pose a bird hazard, per the Environmental Assessment for the Reconstruction of Runway 12L-30R. The Air Force also operated a "hardfill disposal area" for the disposal of concrete and asphalt materials. Non-inert debris has been removed from this facility so that it too does not pose a wildlife strike hazard. According to the May 1, 1998 *Directory of Active and Inactive Solid Waste Facilities*, published by ADEQ Solid Waste Section, no other active or inactive landfills are located within 10,000 feet of the airport. (Note: the Maricopa County-Queen Creek Landfill, on Hawes Road, is located outside of this area.)

The majority of the projects identified for Williams Gateway Airport will not result in any appreciable increases in the quantity of solid waste or changes in the type of solid waste generated at the facility. It is important to note, however, that some of the proposed uses of the facility may have an appreciable effect of the quantity and type of solid waste: the terminal facility, the cargo facility, and development of the designated commercial/industrial areas. Coordination with the City of Mesa will be necessary as implementation of the master plan continues.

CONSTRUCTION IMPACTS

Construction activities have the potential to create temporary environmental impacts at an airport. These impacts primarily relate to noise resulting from heavy construction equipment, fugitive dust emissions resulting from construction activities, and potential impacts on water quality from runoff and soil erosion from exposed surfaces.

A temporary increase in particulate emissions and fugitive dust may result from construction activities. The use of temporary dirt access roads would increase the generation of particulates. Dust control measures, such as watering exposed soil areas, will need to be implemented to minimize this localized impact.

Any necessary clearing and grubbing of construction areas should be conducted in sections or sequenced to minimize the amount of exposed soil at any one time. All vehicular traffic should be restricted to the construction site and established roadways.

The provisions contained in *FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control* will be incorporated into all project specifications. During construction, temporary dikes, basins, and ditches should be utilized to control soil erosion and sedimentation and prevent degradation of off-airport surface water quality. After construction is complete, slopes and denuded areas should be reseeded to aid in the vegetation process.

Construction impacts are not normally considered to result in a significant, unmitigatable impact. In general, the use of best management practices address the air and water quality concerns. Noise is not expected to be an issue at Williams Gateway Airport because of the distance between the proposed development areas and residential uses.

OTHER: AIR FORCE CONTAMINATION SITES

According to the Environmental Review for the Reconstruction of Runway 12L-30R, the Air Force initiated investigation of hazardous waste releases at Williams Air force Base under its Installation Restoration Program. In cooperation with U.S. Environmental Protection Agency, Arizona Department of Environmental Quality, and the Arizona Department of Water Resources, the Air Force has investigated and initiated clean up on various sites around the base property. Five operable units containing 33 sites have been identified and most have been cleaned up or, as of July 1997, were near the end of the clean up stage.

The Airport Authority will need to be cognizant of these sites and their method of remediation in designing and constructing the proposed improvements.

CONCLUSION

Based on the review of correspondence provided by various federal, state and local agencies, potential environmental issues and considerations anticipated as a result of the continuing development and operation of Williams Gateway Airport have been identified. These issues include the following.

- Noise and Land Use Compatibility – These concerns will be addressed through the FAR Part 150 Noise and Land Use Compatibility Study which started in early 1999.

- Air Quality – Compliance with the Federal Clean Air Act, State Implementation Plan, and Maricopa County regulations will be required.
- Historic, Architectural, Archaeological, and Cultural Resources – Given the presence of a number of sites identified as being eligible for listing on the National Register of Historic Places, continuing coordination with the State Historic Preservation Officer will be necessary prior to the implementation of a number of projects.
- U.S. Department of Transportation Act, Section 4(f) Lands – As a result of the presence of the historic resources, it may be necessary to prepare further documentation of any unavoidable impacts to these resources.
- Floodplain – A determination of the 100-year floodplain boundaries would allow for a clearer interpretation of the projects impacts to this resource. The relocation of Powerline Floodway will have to be approved by the Maricopa County Department of Floodplain Management.

As a result of a formal NEPA process, mitigation measures may be recommended to limit the potential impacts related to a number of these resources. Please note that as more specific information is gathered through a formal EA process, additional issues may arise.

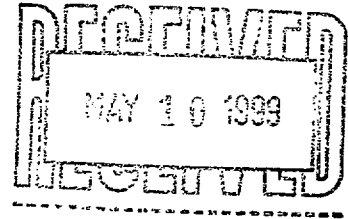


**United States
Department of
Agriculture**

Natural
Resources
Conservation
Service

3003 N. Central Ave.
Suite 800
Phoenix, AZ
85012-2945

April 21, 1999



Ms. Kathryn May
Airport/Environmental Planner
Coffman Associates
11022 N. 28th Drive, Suite 240
Phoenix, Arizona 85029

Dear Ms. May:

This response is in regard to your letter dated February 11, 1999, concerning an Airport Master Plan update for the Williams Gateway Airport in Mesa, Arizona.

The Natural Resources Conservation Service (NRCS) has general responsibility, nationwide, for implementing the Farmland Protection Policy Act (FPPA) and to review projects that may affect prime farmland and/or wetlands associated with agriculture. After reviewing the information provided, the following is noted:

- 1- The improvements to the Williams Gateway Airport project, if implemented as planned, is exempt from the requirements of the FPPA - as revised in 1994, that excludes land which is already in or is committed to urban development, currently used as water storage, or land that is not prime or unique farmland.
- 2- We do not see any immediate concerns or impacts that would directly affect wetland areas associated with agricultural activities.

Should you have questions please feel free contact Jeff Schmidt, Community Assistance Coordinator at 602/280.8818. Thank you again for the chance to review the proposed project.

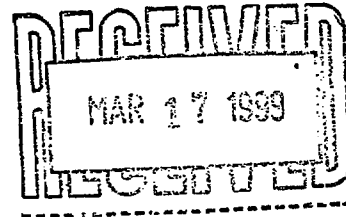
Sincerely,

MICHAEL SOMERVILLE
State Conservationist

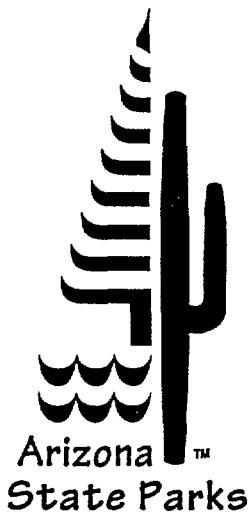
cc:

Mary Sanchez, District Conservationist, NRCS, Higley, Arizona
Jim Briggs, Assistant State Conservationist, NRCS, Phoenix, Arizona
Jeff Schmidt, Community Assistance Coordinator, NRCS, Phoenix, Arizona

March 15, 1999



Kathryn W. May, AICP
Airport/Environmental Planner
Coffman Associates
11022 N. 28th Drive, Suite 240
Phoenix, Arizona 85029



RE: Mesa; Environmental Evaluation for Master Plan Update, Williams
Gateway Airport; WGAA and FAA

Dear Ms. May,

Thank you for consulting this office regarding the preparation of an Environmental Evaluation in connection with the Master Plan Update. As you know, this office has been consulting with the U.S. Air Force and Williams Gateway Airport Authority (WGAA) about properties listed or eligible for inclusion on the National Register of Historic Places for many years. Seven archaeological sites at the airport are listed on the National register; historic hangars, although not listed, have been determined eligible. A Programmatic Agreement identifying these properties and outlining their proposed treatment (both before and after the transfer) has been in effect since 1995. Since that time, WGAA has adopted its own preservation policy and signed an Intergovernmental Agreement with this office. The provisions of these documents should be taken into account in your planning efforts to the extent that they influence or constrain airport redevelopment. Also, in recent years, WGAA and its archaeological consultants have conducted investigations at several sites in connection with runway extension and other activities. Both the need for such investigations and the results of those completed to date should be included in your evaluation.

To the extent possible, airport redevelopment should be designed to avoid impacts to historic properties, and potential impacts to historic properties should be a factor in any analysis of development alternatives.

Your continued cooperation with this office in considering the impacts of airport development on historic properties is greatly appreciated. If you have any questions, please contact me at (602) 542-7137 or 542-4009.

Sincerely,

Carol Heathington
Compliance Specialist
State Historic Preservation Office

c: Carol Rozelle, WGAA Environmental and Archaeological Coordinator

Jane Dee Hull
Governor

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<http://www.pn.state.az.us>

General Fax:
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Director's Office Fax:
602-542-4188



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JANE DEE HULL
GOVERNOR

N. ERIC BORG
DIRECTOR

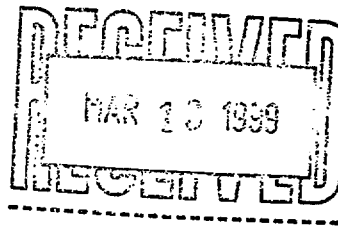
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99 EAST VIRGINIA, SUITE 100
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(602) 255-4961 FAX

400 WEST CONGRESS, SUITE 121
TUCSON, ARIZONA 85701
(520) 628-6920
(520) 628-6930 FAX

March 11th, 1999

Coffman Associates
Kathryn May
11022 N. 28th Drive
Suite 240
Phoenix, Arizona 85029



Subject: Request for Environmental Information on Williams AFB:

Dear Ms. Kathryn May;

Enclosed are copies of permits requested to remove Underground Storage Tanks on the former Williams AFB. As indicated on the permits these are dates of reports and removal of the tanks.

If you have any questions please feel free to contact our office.(602)255-4964 ext 216.

Sincerely,

Oliver A. Williams
State Deputy Fire Marshal I



JANE DEE HULL
GOVERNOR

OFFICE OF THE STATE FIRE MARSHAL



DUANE PELL
FIRE MARSHAL

99 EAST VIRGINIA, SUITE 100
PHOENIX, ARIZONA 85004
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(602) 255-4961 FAX

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TUCSON, ARIZONA 85701
(520) 628-6920
(520) 628-6930 FAX

Permit

Removal of Underground Storage Tanks

PERMIT NO: 93-235

IDNUMBER: 15338

9/30/93

DATE: 9/24/93

SITE: Williams Air Force Base

ADDRESS: Williams Air Force Base

CITY: Mesa

OWNER: US Air Force/Williams Air Force Base

ADDRESS:

CITY: Williams AFB

STATE: Arizona 85240-504 ZIP CODE

OWNER PHONE:

CONTRACTOR: DLS Contracting

LIC#: 085511 PHONE: 835-9590

This Permit is issued for the Removal of Tanks as stated below:

5-10000 1-750 gallon usts.

ASSIGNED DEPUTY: Chavez

PHONE: (602)255-4964-224

COUNTY: Maricopa

This permit is issued under the following conditions:

All local jurisdictions have been properly informed of the removal.

Fire Code Regulations are being followed.

Provisions of The American Petroleum Institute Pamphlet 1604 are followed.

Department of Environmental Quality Regulations are Complied With:

Permit Issued by: _____



OFFICE OF THE STATE FIRE MARSHAL



JANE DEE HULL
GOVERNOR

N. ERIC BORG
DIRECTOR

DUANE PELL
FIRE MARSHAL

99 EAST VIRGINIA, SUITE 100
PHOENIX, ARIZONA 85004
(602) 255-4964
(602) 255-4961 FAX

400 WEST CONGRESS, SUITE 121
TUCSON, ARIZONA 85701
(520) 628-6920
(520) 628-6930 FAX

Permit

Removal of Underground Storage Tanks

PERMIT NO: 90-091

IDNUMBER: 5338

*No DATE of Report
UNKNOWN IF DONE!*

DATE: 1/9/91

SITE: Williams AFB

ADDRESS: Power Rd. & Williams Field

CITY Mesa

OWNER U.S. Air Force

ADDRESS: 8th air bash group 1 deev

CITY: Mesa

STATE: Arizona

ZIP CODE

OWNER PHONE:

CONTRACTOR: Excel Tech.

LIC#:

PHONE:

This Permit is issued for the Removal of Tanks as stated below:

Remove 1-1000 gal UST

ASSIGNED DEPUTY: Crossett

PHONE: (520)473-3144

COUNTY: Maricopa

This permit is issued under the following conditions:

All local jurisdictions have been properly informed of the removal.

Fire Code Regulations are being followed.

Provisions of The American Petroleum Institute Pamphlet 1604 are followed.

Department of Environmental Quality Regulations are Complied With:

Permit Issued by: _____



JANE DEE HULL
GOVERNOR

OFFICE OF THE STATE FIRE MARSHAL



DUANE PELL
FIRE MARSHAL

99 EAST VIRGINIA, SUITE 100
PHOENIX, ARIZONA 85004
(602) 255-4964
(602) 255-4961 FAX

400 WEST CONGRESS, SUITE 121
TUCSON, ARIZONA 85701
(520) 628-6920
(520) 628-6930 FAX

Permit

Removal of Underground Storage Tanks

PERMIT NO: 90091B

IDNUMBER: 5338

12/4/90 RECENT DATE

DATE: 12/4/90

SITE: Bldg. # 1085 LUO 4 & 5

ADDRESS: Chandler Boulevard & Power Road

CITY: Mesa

OWNER: US Air Force

ADDRESS: 82nd Air Base Group

CITY: Mesa

STATE: AZ

ZIP CODE: 85240

OWNER PHONE:

CONTRACTOR: Excel Tech.

LIC#:

PHONE:

This Permit is issued for the Removal of Tanks as stated below:

2-600 Concrete Waste

ASSIGNED DEPUTY: Chavez

PHONE: (602)255-4964-224

COUNTY: Maricopa

This permit is issued under the following conditions:

All local jurisdictions have been properly informed of the removal.

Fire Code Regulations are being followed.

Provisions of The American Petroleum Institute Pamphlet 1604 are followed.

Department of Environmental Quality Regulations are Complied With:

Permit Issued by: _____



OFFICE OF THE STATE FIRE MARSHAL



JANE DEE HULL
GOVERNOR

N. ERIC BORG
DIRECTOR

DUANE PELL
FIRE MARSHAL

99 EAST VIRGINIA, SUITE 100
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(602) 255-4961 FAX

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TUCSON, ARIZONA 85701
(520) 628-6920
(520) 628-6930 FAX

Permit

Removal of Underground Storage Tanks

PERMIT NO: 90091E

IDNUMBER: 5338

12/19/90 REPORT DATE

DATE: 12/19/90

SITE: Williams Air Force Base

ADDRESS: Power Road

CITY Mesa

OWNER US Air Force Base

ADDRESS: 82nd Air Base Group/DEEV

CITY:

STATE: AZ

ZIP CODE

OWNER PHONE:

CONTRACTOR: Excel Tech.

LIC#:

PHONE:

This Permit is issued for the Removal of Tanks as stated below:

4-120000 Steel Tanks (Waste Oil, Diesel & Lube Oil)

ASSIGNED DEPUTY: Crossett

PHONE: (520)473-3144

COUNTY: Maricopa

This permit is issued under the following conditions:

All local jurisdictions have been properly informed of the removal.

Fire Code Regulations are being followed.

Provisions of The American Petroleum Institute Pamphlet 1604 are followed.

Department of Environmental Quality Regulations are Complied With:

Permit Issued by: _____



OFFICE OF THE STATE FIRE MARSHAL



JANE DEE HULL
GOVERNOR

N. ERIC BORG
DIRECTOR

DUANE PELL
FIRE MARSHAL

99 EAST VIRGINIA, SUITE 100
PHOENIX, ARIZONA 85004
(602) 255-4964
(602) 255-4961 FAX

400 WEST CONGRESS, SUITE 121
TUCSON, ARIZONA 85701
(520) 628-6920
(520) 628-6930 FAX

Permit

Removal of Underground Storage Tanks

PERMIT NO: 92-141

IDNUMBER: D5338

6/17/92 REPORT DATE

DATE: 6/16/92

SITE: Williams Air Force Base

ADDRESS:

CITY Williams AFB

OWNER Williams AFB 82CES/DEEV

ADDRESS:

CITY: Williams AFB

STATE: Ariz. 85240-5045

ZIP CODE

OWNER PHONE:

CONTRACTOR: Owner

LIC#:

PHONE:

This Permit is issued for the Removal of Tanks as stated below:

Remove 2-1000, 1-500 gallon usts

ASSIGNED DEPUTY: Chavez

PHONE: (602)255-4964-224

COUNTY: Maricopa

This permit is issued under the following conditions:

All local jurisdictions have been properly informed of the removal.

Fire Code Regulations are being followed.

Provisions of The American Petroleum Institute Pamphlet 1604 are followed.

Department of Environmental Quality Regulations are Complied With:

Permit Issued by: _____



OFFICE OF THE STATE FIRE MARSHAL



JANE DEE HULL
GOVERNOR

N. ERIC BORG
DIRECTOR

DUANE PELL
FIRE MARSHAL

99 EAST VIRGINIA, SUITE 100
PHOENIX, ARIZONA 85004
(602) 255-4964
(602) 255-4961 FAX

400 WEST CONGRESS, SUITE 121
TUCSON, ARIZONA 85701
(520) 628-6920
(520) 628-6930 FAX

Permit

Removal of Underground Storage Tanks

PERMIT NO: 90091A

IDNUMBER: 5338

11/26/90 REPORT DATE

DATE: 11/26/90

SITE: Williams AFB #716 & 730

ADDRESS: 12th & B Street

CITY: Williams AFB

OWNER: US Air Force

ADDRESS: 82nd Air Base Group

CITY: Williams AFB

STATE: AZ

ZIP CODE: 85240

OWNER PHONE: 988-6870

CONTRACTOR: Excel Tech.

LIC#:

PHONE:

This Permit is issued for the Removal of Tanks as stated below:

1-1000 Steel Waste Oil 1-12000 Steel Diesel

ASSIGNED DEPUTY: Chavez

PHONE: (602) 255-4964-224

COUNTY: Coconino

This permit is issued under the following conditions:

All local jurisdictions have been properly informed of the removal.

Fire Code Regulations are being followed.

Provisions of The American Petroleum Institute Pamphlet 1604 are followed.

Department of Environmental Quality Regulations are Complied With:

Permit Issued by: _____



OFFICE OF THE STATE FIRE MARSHAL



JANE DEE HULL
GOVERNOR

N. ERIC BORG
DIRECTOR

DUANE PELL
FIRE MARSHAL

99 EAST VIRGINIA, SUITE 100
PHOENIX, ARIZONA 85004
(602) 255-4964
(602) 255-4961 FAX

400 WEST CONGRESS, SUITE 121
TUCSON, ARIZONA 85701
(520) 628-6920
(520) 628-6930 FAX

Permit

Removal of Underground Storage Tanks

PERMIT NO: 90091D

IDNUMBER: 5338

11/28/90 REPT DATE.

DATE: 11/28/90

SITE: Williams AFB #1085-1

ADDRESS: Power & Chandler Boulevard

CITY: Williams AFB

OWNER: US AIR Force

ADDRESS: 82nd Air Base Group/DEEV

CITY: Williams AFB

STATE: AZ

ZIP CODE: 85240-5045

OWNER PHONE:

CONTRACTOR: Excel Tech.

LIC#:

PHONE:

This Permit is issued for the Removal of Tanks as stated below:

1-280 Steel Waste Solvents

ASSIGNED DEPUTY: Chavez

PHONE: (602)255-4964-224

COUNTY: Maricopa

This permit is issued under the following conditions:

All local jurisdictions have been properly informed of the removal.

Fire Code Regulations are being followed.

Provisions of The American Petroleum Institute Pamphlet 1604 are followed.

Department of Environmental Quality Regulations are Complied With:

Permit Issued by: _____



OFFICE OF THE STATE FIRE MARSHAL



JANE DEE HULL
GOVERNOR

N. ERIC BORG
DIRECTOR

DUANE PELL
FIRE MARSHAL

99 EAST VIRGINIA, SUITE 100
PHOENIX, ARIZONA 85004
(602) 255-4964
(602) 255-4961 FAX

400 WEST CONGRESS, SUITE 121
TUCSON, ARIZONA 85701
(520) 628-6920
(520) 628-6930 FAX

Permit

Removal of Underground Storage Tanks

PERMIT NO: 98939A

IDNUMBER: 5338

*no report Date!
UNKNOWN IF DONE!*

DATE: 5/2/91

SITE: Williams AFB Fac #548

ADDRESS: "A" & 1st

CITY: Mesa

OWNER: US AirForce

ADDRESS: Williams AFB

CITY: Mesa

STATE: AZ

ZIP CODE: 58246-50

OWNER PHONE:

CONTRACTOR: Universal Engineering

LIC#:

PHONE:

This Permit is issued for the Removal of Tanks as stated below:

4-500 10-25000 JP-4 (AFB #538 1-50000 JP-4 6/3/91)

ASSIGNED DEPUTY: Chavez

PHONE: (602)255-4964-224

COUNTY: Maricopa

This permit is issued under the following conditions:

All local jurisdictions have been properly informed of the removal.

Fire Code Regulations are being followed.

Provisions of The American Petroleum Institute Pamphlet 1604 are followed.

Department of Environmental Quality Regulations are Complied With:

Permit Issued by: _____



JANE DEE HULL
GOVERNOR

OFFICE OF THE STATE FIRE MARSHAL



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99 EAST VIRGINIA, SUITE 100
PHOENIX, ARIZONA 85004
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400 WEST CONGRESS, SUITE 121
TUCSON, ARIZONA 85701
(520) 628-6920
(520) 628-6930 FAX

Permit

Removal of Underground Storage Tanks

PERMIT NO: 098939

IDNUMBER: 5338

3/7/91 Report

DATE: 3/7/91

SITE: Williams Air Force Base

ADDRESS: Power Rd. & Williams Field Road

CITY Mesa

OWNER US Air Force

ADDRESS:

CITY:

STATE: Arizona

ZIP CODE

OWNER PHONE:

CONTRACTOR: Uniserve Tech.

LIC#:

PHONE:

This Permit is issued for the Removal of Tanks as stated below:

2-50,000 gallon tanks

ASSIGNED DEPUTY: Crossett

PHONE: (520)473-3144

COUNTY: Maricopa

This permit is issued under the following conditions:

All local jurisdictions have been properly informed of the removal.

Fire Code Regulations are being followed.

Provisions of The American Petroleum Institute Pamphlet 1604 are followed.

Department of Environmental Quality Regulations are Complied With:

Permit Issued by: _____



OFFICE OF THE STATE FIRE MARSHAL



JANE DEE HULL
GOVERNOR

N. ERIC BORG
DIRECTOR

DUANE PELL
FIRE MARSHAL

99 EAST VIRGINIA, SUITE 100
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(602) 255-4961 FAX

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TUCSON, ARIZONA 85701
(520) 628-6920
(520) 628-6930 FAX

Permit

Removal of Underground Storage Tanks

PERMIT NO: 90091C

IDNUMBER: 5338

12/3/90 Report Date

DATE: 12/3/90

SITE: LU03-1086 Bldg. #1086

ADDRESS: Chandler Boulevard & Power Road

CITY: Mesa

OWNER: US Air Force

ADDRESS: 82nd Air Base Group/DEEV

CITY: Williams

STATE: AZ

ZIP CODE

OWNER PHONE:

CONTRACTOR: Excel Tech.

LIC#:

PHONE:

This Permit is issued for the Removal of Tanks as stated below:

2-5000 Concrete Solvents/Paint

ASSIGNED DEPUTY: Chavez

PHONE: (602)255-4964-224

COUNTY: Maricopa

This permit is issued under the following conditions:

All local jurisdictions have been properly informed of the removal.

Fire Code Regulations are being followed.

Provisions of The American Petroleum Institute Pamphlet 1604 are followed.

Department of Environmental Quality Regulations are Complied With:

Permit Issued by: _____

THE STATE



OF ARIZONA

GAME & FISH DEPARTMENT

2221 West Greenway Road, Phoenix, Arizona 85023-4399 (602) 942-3000
www.gf.state.az.us

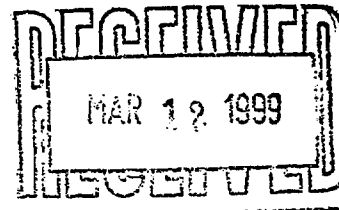
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Director
Duane L. Shroufe

Deputy Director
Thomas W. Spalding

Mesa Office, 7200 E. University, Mesa, Arizona 85207 (602) 981-9400



March 11, 1999

Ms. Kathryn W. May, AICP
Coffman Associates
11022 N. 28th Drive, Suite 240
Phoenix, Arizona 85029

Re: Environmental Evaluation for Proposed Improvements to Williams
Gateway Airport

Dear Ms. May:

The Arizona Game and Fish Department (Department) has reviewed the proposed project and provides the following comments.

The Department's Heritage Data Management System has been accessed, and current records do not indicate the presence of any Threatened, Endangered, or other special status species in the project vicinity.

We do not anticipate any significant impacts to wildlife or habitat as a result of this project. We appreciate the opportunity to comment on this project, and we look forward to continued cooperation in the evaluation of future proposals.

Sincerely,

A handwritten signature in cursive script, appearing to read "Timothy Wade".

Timothy Wade
Habitat Evaluation Specialist

TPW:tw

cc: Kelly Neal, Regional Supervisor, Region VI
Russell Haughey, Habitat Program Manager, Region VI
John Kennedy, Project Evaluation Program Supervisor,
Habitat Branch
Mark Weise, Wildlife Manager, Mesa/Saguaro District
AGFD# 02-16-99(02)

Jane Dee Hull
Governor

J. Dennis Wells
State Land
Commissioner

Arizona
State Land Department



1616 W. Adams Street Phoenix, AZ 85007 (602) 542-4621 www.land.state.az.us

March 8, 1999

Kathryn W. May
Coffman Associates Airport Consultants
11022 N. 28th Drive, Suite 240
Phoenix, Arizona 85029

RE: Williams Gateway Airport

Dear Ms. May:

Thank you for your letter dated February 11, 1999, regarding the proposed improvements to the Williams Field Airport. As you may know the Land Department manages State Trust lands in the vicinity of the airport, so we do have an expressed and continuing interest in the airport because of the potential impacts on the nearby Trust lands. Your evaluation should contain the following information so that we can make constructive comments on future submittals.

- Maps which show how future overflight patterns impact the adjacent land uses.
- Maps which reflect noise contours.
- Any narrative discussion which addresses proposed infrastructure improvements which may impact the intensity of land uses in the airport area. If the proposed runway improvements increase commercial air traffic, there may be an increasing demand to intensify uses around the airport and increase, for example, warehousing opportunities on the vicinity. This being the case, is there the existing capacity in the existing infrastructure to support these future developments?
- Finally, as part of your conclusion, any comments addressing proposed or recommended general plan changes.

Please direct these suggestions or responses to Gordon Taylor, our staff planner at 1616 W. Adams Street, Phoenix, Arizona 85007. Again, thank you for the opportunity to comment to your letter.

Sincerely,

J. Dennis Wells
State Land Commissioner

JDW/mcb

c: Arlan Colton
Gordon Taylor

C-33

"Serving Arizona's Schools and Public Institutions Since 1915"

William C. Scalzo
Director

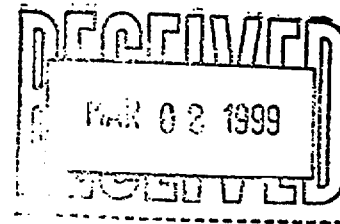


PARKS AND RECREATION
DEPARTMENT

COPY

March 1, 1999

Ms. Kathryn W. May, AICP
Coffman Associates
11022 North 28th Drive, Suite 240
Phoenix, AZ 85029



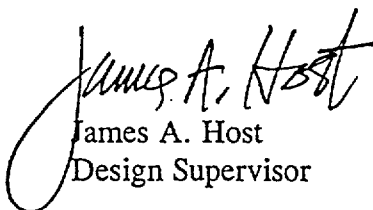
**RE: Environmental Evaluation for Proposed Improvements to Williams Gateway
Airport, Mesa, Arizona**

Dear Ms. May:

Thank you for the opportunity to comment on the above referenced project. Maricopa County Parks and Recreation Department has two parks in the vicinity, Utery Mountain Recreation Area to the north, and San Tan Mountain Regional Park to the south. Sonoran Desert Tortoise are found in both parks. It is likely that Golden Eagles nest in the cliffs of the Malpais Hills at San Tan. Also, Sanborn's Long-nose Bat, and the California Leaf-nose Bat, may occur at San Tan. We also have concern about the proposed flight paths, as they might affect the experience of our visitors at these two parks.

If you need further information, please contact me at (602) 506-8675.

Sincerely,


James A. Host
Design Supervisor

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c: William C. Scalzo, Director
Bill VanAusdal, Deputy Director
Mike Juliano, Park Ranger Supervisor, Utery
Bob Ingram, Park Ranger Supervisor, San Tan

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MISSION STATEMENT - To Manage and Provide Recreational Opportunities That Enhance People's Lives